



National Transportation Safety Board Aviation Accident Final Report

Location:	BRAINARD, NE	Accident Number:	MKC90DCJ01
Date & Time:	06/16/1990, 1530 CDT	Registration:	N3KJ
Aircraft:	K. W. JEFFERS VARIEZE	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER MAKING A LOW, HIGH SPEED PASS, OVER A PRIVATE AIRSTRIP, THE HOMEBUILT ACFT WAS OBSERVED TO PULL UP, ROLL TO THE LEFT ABOUT 180 DEGREES TO AN INVERTED ATTITUDE, THEN DESCEND ALMOST VERTICALLY TO THE TERRAIN. NO MECHANICAL MALFUNCTIONS OR DEFECTS WERE DISCOVERED IN THE POST ACCIDENT INVESTIGATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT USED POOR JUDGEMENT IN ATTEMPTING AEROBATICS WITH INADEQUATE ALTITUDE WHICH RESULTED IN LOSS OF AIRCRAFT CONTROL. CONTRIBUTING FACTORS WERE A LOW PASS PERFORMED, OVER CONFIDENCE IN PERSONAL ABILITY AND OSTENTATIOUS DISPLAY BY THE PIC.

Findings

Occurrence #1: ABRUPT MANEUVER

Phase of Operation: MANEUVERING

Findings

1. (F) LOW PASS - PERFORMED - PILOT IN COMMAND
2. (C) AEROBATICS - ATTEMPTED - PILOT IN COMMAND
3. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/27/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3883 hours (Total, all aircraft), 269 hours (Total, this make and model), 2537 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	K. W. JEFFERS	Registration:	N3KJ
Model/Series:	VARIEZE VARIEZE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	848
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235 C2C
Registered Owner:	RODNEY A. MALCOMB	Rated Power:	115 hp
Operator:	RODNEY A. MALCOMB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OLU, 1443 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1550 CDT	Direction from Accident Site:	133°
Lowest Cloud Condition:	Thin Broken / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31° C / 22° C
Precipitation and Obscuration:			
Departure Point:	OMAHA, NE (MLE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	LARRY CRAIG	Report Date:	09/21/1992
Additional Participating Persons:	HARLAN W HILLERS; LINCOLN, NE DANIEL L MCKINNEY; LINCOLN, NE		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).